

ANNEX A

PROGRESS REPORT ON PRIORITY DEFICIENCIES OF RESEARCH
By EIC Subcommittee on Transportation

I. RAILROAD TRANSPORTATION

Gaps in Intelligence

Progress in FY 1957 and Plans

I. a. Quantitative estimate of total traffic flows on strategic and economically important railroad lines.

1. USSR
2. China

I. a. 1. CIA/RR 82, "The Volume and Character of Traffic on the Trans-Siberian Railroad in 1953," removes the gap for this line.

CIA/RR PR-152, "Pattern of Coal Traffic in the USSR in 1953," partially removes this gap.

CIA/RR 89, "Growth of Transportation in the USSR 1948-1956 and Prospects Through 1961," partially eliminates this gap.

CIA Project Proposal 20.1768, "Regional Civil Consumption of Petroleum in the USSR," will provide important data for further work on this deficiency.

CIA Project Proposal 43.1957, "Development of Transportation in USSR Central Asia," will provide data for this deficiency.

2. EIC RI 55, "Communist China's Trade and Transportation," provided data to eliminate this deficiency.

CIA/RR 72, "Railroad Transportation in Communist China 1950-1954," partially eliminates this gap.

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I. b. Capacity of USSR Railroad lines and trans-loading facilities leading to border areas.

I. b. Completion of the revision of EIC R1 S9 by the Transportation Capabilities Estimating Group (final draft now being prepared) will help to remove this deficiency.

Upon completion of the R9 revision, the Transportation Capabilities Estimating Group will undertake completion of the WSEG study - EIC-P-8, "Soviet Bloc Military Transportation Capabilities to Launch and Support Campaigns into the Area between the Baltic Sea and the Alps."

A TSC Working Group is continuing its preparation of a "Methodology for Computing Rail Capacity" which will be helpful in further work on the removal of this deficiency.

I. c. Line capacities (including the physical details of the lines, facilities and structures connected therewith) of the most strategically and economically important lines in Communist China.

I. c. CIA Project 43.1601, "Development of the Transportation Sector in the Chinese Communist Economy" (in editorial process), will provide data for this deficiency.

I. d. Number, type, and capability of the motive power and rolling stock, including the inventory and utilization, serviceability, age, and retirement.

I. d. 1. CIA/RR 89, "Growth of Transportation in the USSR, 1948-1956," provides some data on this deficiency.

CIA Project 43.1957, "Development of Transportation in USSR Central Asia," will provide data on this deficiency.

1. USSR

2. China

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CIA Project 43.1605, "The Impact of Long Range Plans for Electrification and Dieselization of Railroads in the USSR" (in editorial review), will provide data on this deficiency. EIC R9 S1 will provide data to eliminate part of this deficiency.

- I.d. 2. CIA Project 43.1601, "Development of the Transportation Sector of the Chinese Communist Economy" (in editorial review), will provide data on this deficiency.

CIA Planning Project 43.1956, "Determination of the Transportation Contribution to National Income of Communist China, 1950-1957," will deal partly with this deficiency.

- I. e. Precise location and capabilities of USSR railroad yards, servicing and repair facilities and storage depots.

- I. e. The TSC Working Group paper on "Methodology for Computing Rail Capacity" will provide some data on this deficiency.

Air Force maintains a running file of such items, publishable upon request, and is also working on target information sheets which will remove some of these deficiencies.

EIC R9 S1 will provide data to eliminate part of this deficiency.

- I. f. Analysis of planned development of Communist Chinese railroads with emphasis on planned rates of growth, measured both in planned traffic increases and in expansion of lines and line facilities.

- I. f. CIA Project 43.1601, "Development of the Transportation Sector of the Communist Chinese Economy," will eliminate most of these deficiencies.

CIA Planning Project 47.1581, "Railroad Construction in Communist China," will eliminate most of the deficiencies concerned with line expansion and new line construction.

ANNEX

II. INLAND WATERWAYS TRANSPORTATION

Gaps in Intelligence

Progress in FY 1957 and Plans

II. a. Quantitative estimates of total traffic flow on individual strategically and economically important waterways.

1. USSR
2. China

II. a. 1. SIC RI 86, "Communist China's Trade and Transportation," will provide data on this deficiency.

CIA Planning Project 20.1768, "Regional Civil Consumption of Petroleum in the USSR," will provide some data for use in eliminating this deficiency.

CIA Planning Project, 43.1957, "Development of Transportation in Soviet Central Asia," will provide some data for this deficiency.

CIA/RR FR-152, "Pattern of Coal Traffic in the USSR in 1953," partially eliminates this gap.

CIA's unpublished analysis of the "RSFSR Handbook," partially eliminated this gap.

2. CIA Project 43.1601, "The Development of the Transportation Sector in the Chinese Communist Economy" (in editorial review), has some data on this deficiency.

II. b. More precise estimates of the inventory, type and capabilities of the inland waterway fleet.

1. USSR
2. China

II. b. 1. CIA working files contain some unpublished data on vessels comprising 30 to 40 percent of total inventory.

2. No progress.

The work of the TSC Working Group on "Methodology for Computing Inland Waterway Capacity" will provide research tools for work on these deficiencies in both the USSR and Communist China.

II. INLAND WATERWAYS TRANSPORTATION

Gaps in Intelligence

Progress in FY 1957 and Plans

II. c. More precise estimates of the facilities and capacities of the USSR inland waterway fleet.

II. c. 1. CIA Planning Project, 43.1957, "Development of Transportation in Soviet Central Asia," will contain some data on this deficiency.

Work of the TSC Working Group on "Methodology for Computing Inland Waterway Capacity" will provide research tools for work on these deficiencies in both the USSR and Communist China.

II. d. More precise estimates on hydrography, facilities and capacities of the inland waterway routes in Communist China.

II. d. CIA Project 43.1601, "The Development of the Transportation Sector of the Chinese Communist Economy" (in editorial review), has some data on this deficiency.

III. HIGHWAY TRANSPORTATION

Gaps in Intelligence

Progress in FY 1957 and Plans

III. a. Better estimates of the number and capability of the motor vehicle inventory.

1. USSR
2. China

III. a. 1. Methodological aspects of this problem are being considered by a TSC working group. Considerable work needs to be done on this problem.

CIA/RR89, "Growth of Transportation in the USSR, 1948-1956, and Prospects Through 1961," partially eliminates this gap.

2. Some data on this deficiency were presented in CIA's contribution to NIS 13-57, and are contained in CIA Project 43.1601, "The Development of the Transportation Sector in the Chinese Communist Economy," in editorial review.

III. b. More precise estimates of the capacity of USSR highways leading to border areas or connecting with important railroad or inland waterways trans-shipping points.

III. b. Highways leading to the border areas in the Far East are under review in EIC R-1 S6.

Army work on the NIS program contributes to the elimination of these deficiencies.

CIA Planning Project 43.1957, "Development of Transportation in Central Asia," may provide some data on this deficiency.

III. c. Estimates of the capacity of selected highway routes in Communist China.

III. c. Border routes were reviewed for EICR1 S4, S5, and S6.

Army work on the NIS program provides some data for this deficiency, as do several maps prepared by Army giving capacity estimates of selected highways.